(ख) यदि हां, तो गत तीन वर्षों में प्रत्येक वर्ष के दौरान तत्संबंधी राज्य-वार ब्यौरा क्या है;

(ग) क्या सरकार उपर्युक्त मांगों में से कुछ मांगों पर विचार कर रही है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है और उसके या परिणाम निकले?

नागर विमानन मंत्री (श्री सी॰ एम॰ इब्राहिम): (क) से (घ) विभिन्न राज्य सरकारों से उनके अपने-अपने राज्यों में उड़ानें आरंभ करने/उड़ानों की आवृत्ति में वृद्धि करने आदि के लिए लगातार अनुरोध प्राप्त होते रहते हैं। विमान क्षमता और यातायात संभाव्यता को दृष्टि में रखकर, व्यवहार्य हद तक उनकी मांगों को पूरा करने की कार्रवाई आरंभ की जाती है। निजी आपरेटरों को भी उन सेक्टरों पर उड़ानें प्रचालित करने हेतु प्रोत्साहित किया जाता है, जिन पर इंडियन एयरलाइन्स द्वारा प्रचालन नहीं किया जाता है।

Induction of New Aircrafts in IA/AI

3972. SHRI SANJAY NIRUPAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of new aircraft, the Government is planning to induct in IA/AI in current financial year;

(b) the amount Government are planning to spend for upgradation of the old aircraft in this financial year;

(c) whether it is a fact that our ATC (Air Tariff Control) equipment is not up to the international standards; and

(d) what steps are being taken to upgrade the ATC system?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Expansion/renewal of the fleet is taken up by the two airlines depending on the resources of the airlines, traffic requirements, suitability of the aircraft type, viability of operations on various sectors/routes etc.

(b) Aircraft are purchased either with the internal resources of the airline or money raised from the market.

(c) No, Sir.

(d) Does not arise.

Evaluation of financial position of Air India by a Foreign Company

3973. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that AI has employed a foreign company to evaluate its financial postition and ability to acquire new aircraft; and

(b) whether such an evaluation has already been done by an Indian Company in 1996?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Air India has invited proposals from foreign consultants to advise the company on financial restructuring, raising of additional captial through equity issue etc.

(b) An Indian company had earlier carried out a study evaluating Air India's capability to finance its proposed aircraft acquisition programme.

Fiduancial position of Air India

3974. DR. B.B. DUTTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the financial postion of Air India including its liabilities during each of the last three years;

(b) the details of foreign loan/external commercial borrowings proposed to be borrowed during the current year for inducting more aircrafts and working capital requirements; and

(c) the steps proposed to be taken to improve the financial position of Air India?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Details of financial position of Air India are as under:—

	93-94	94-95	95-96
Capital	79.47	153.84	153.84
Reserves & Surplus	1230.54	1281.57	980.67
Secured & Unsecured Loan	2845.19	2612.64	2612.95
Fixed Assets	2946.83	3100.14	3408.36
Current Assets, Loans & Advances	2194.24	2189.30	1854.62
Current Liabilities	1072.42	1424.00	1651.27
Net Worth	1310.01	1435.41	1134.51
Profit/(Loss)	201.90	40.80	(271.84)

(b) Details of working capital loans borrowed/planned to be borrowed by AI are as under:—

Year	Loan Amount	From
1993-94	Nil	
1994-95	Nil	
1995-96	Nil	
1996-97	USD 22.9393 millions	Buyers Credit Facility
	Rs. 200 crores	Rupee Loan from Indian Banks.

(c) To improve its financial position, Air India is taking steps to augment capacity, intensify marketing efforts, reduce non-operating costs and to improve its pruduct, image and on time performance.

Liberalisation Policy with regard to NRI investment

3975. DR. ALLADI P. RAJKUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to a news-item appearing in the "Times of India" (New Delhi) on 26.6.1997 under the heading "Government may allow 75% holding by NRIs in aviation";

(b) whether Government have evolved policy in aviation which is focussing on liberalisation as such possible with regard to NRI investment in the aviation sector; and

(c) if so, the broad outlines thereof and whether it would not effect the domestic industry in the country?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) Yes Sir.

(b) and (c) In accordance with the new policy guidelines on foreign and NRI/OCB equity participation in domestic air transport services:—

1. Foreign equity upto 40% and NRI/OCB investment upto 100% would be permitted in the domestic air transport services.

2. Equity from foreign airlines will, however, not be allowed directly or indirectly, in the domestic air transport services.

3. The existing companies operating in the domestic air transport sector in which equity is held by foreign airlines, directly or indirectly, will be advised to disinvest equity held by foreign airlines, within a period of six months.